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Lester.

P.O. Box, 33. Telephone No. 12

BIRTH.

On April 21st, at "Villa Branca," the wife of
A. M. SOAMES, of a son.

MARRIAGE.

On April 19th, at San Francisco, JAMES KUPFER,
HAROLD to HILDA HERMIONE LIMBY, second
daughter of the late H. J. Limby, of Shanghai.

DEATH.

On April 11th, at Chefoo, MARGUERITE ANTOINETTE,
wife of Major A. A. S. BARNES, Transvaal
Government Emigration Agent, aged 28 years.

HONGKONG OFFICE: 10A, DES VOUX ROAD C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 24TH, 1906.

It is almost impossible to gather from the published comments any fair conception of the new Bill to Amend the Merchant Shipping Acts, now before Parliament. We have found space in this issue to reproduce the introductory speech of Mr. Lloyd-George, as giving the most authoritative explanation of its scope and purport; but the comments of our British contemporaries are too varied by party predilections to be useful to us here, where party views lose their force, and where we try to take a broader, more imperial view of such things. The Standard, for instance, denounces the humanitarian plan for the Bill as humbug, and says the proposed regulations constitute a very just and very necessary measure of protection for British shipping, which has long suffered under monstrously unfair competition; but that they are woefully incomplete. The Telegraph approves, but makes the apparently unnecessary suggestion that they are anti-Cobdenite. The Express seizes this point with malicious glee, and irrelevantly remarks, "The time will come when he and others who are pledged to the anti-national system which is ironically styled 'Free Trade' will be forced to accept the logic of their own convictions by embracing Tariff Reform." It seems a pity that such an important measure cannot be taken solely on its

merits, as an honest attempt to cope with problems long familiar in the shipping world. Certainly we cannot altogether approve of the parliamentary method of the PRESIDENT of the Board of Trade. His flippant way of referring to Lascars as hereditary sailors who perhaps manned Noah's ark may be in keeping with the modern idea of the best procedure in the House; but it must jar on old-fashioned ears, the owners whereof have learned to expect a more business-like tone and seriousness from Ministers. The Globe, which also draws the same anti-Free-Trade moral as the Express, but highly commends the measure, perpetrates an amusing "bowler" when it says, "The unscrupulous foreign shipowner, who now buys unseaworthy ships at dirt cheap prices, and employs these dervishes to carry on trade with England, will find himself shut out from the villainous, but very lucrative, business, while his English rival, relieved from unfair competition, should be", &c., &c.

This appears, at first glance a sweeping confirmation of the suggestion by Mr. MORLEY ROBERTS and other seafaring writers that there is a common type of black sheep amongst British shipping firms; but we need hardly mention that the context shows that the Globe did not mean it. Not one of the papers whose comments we have read appears able to look at the question from more than one side; and no one appears to have considered it important to decide for whose ultimate benefit such legislation is intended. Otherwise, the Standard might not have advanced the criticism that

"we are not a very logical people, or we should see the lengths of absurdity to which a proposal to impose British municipal law on ships frequenting British shores leads. If it is just and wise to be so careful of the lives of foreign seamen that we intend to insist on foreign vessels adopting the Pimlico mark, carrying life-belts and boats to the number required by our Merchant Shipping Acts, and loading grain as we think it ought to be loaded, then it is also just and wise to insist that the foreign sailor shall be paid the same wages as are paid in British ships, and shall enjoy the same minimum scale of diet which the Bill proposes to make compulsory on British owners."

Labour members look at it from the one point of view that "blacklegs", or cheap foreign sailors, are to be excluded from the mercantile marine as far as possible. Seamen themselves, through their representatives, believe the first essentials to be improving their own condition, as to comfort, dietary, and wages. The owners again, knowing that a tramp steamer can be worked just as well with a "Bago" crew as with British, argue that if the nation wants British ships to be manned only by British subjects, the country ought to compensate them for the additional cost. If all these different points of view weigh equally with the framers of a Bill, that Bill seems bound to be of an undecided kind, and unlikely to give satisfaction to any section. Yet it is equally difficult for an impartial critic, desiring a fair conclusion, to come at one likely to be useful. The law of supply and demand cannot be ignored; and even if things were so arranged that each nation could reserve to its own subjects its mercantile marine, establishing at the same time minimum and maximum rates of pay, standard accommodation and food, the problem would not be solved, but merely altered. It is fairly certain that the British mercantile marine under present conditions offers a very unattractive career to the rank and file; and if, as was argued, the improvement of these conditions is not "a matter of dividends", it is a matter of freights. If the shipowner has to pay, the shipper has to recoup him. It is the shipper who will probably pay for the pleasure of seeing British shipping "protected" and foreign competition discouraged; and we doubt if the British sailor man will be any better off.

An important point is to remember that for him, the conditions of service have always been as bad as they could be, and cheap competition has not made them worse than they used to be. They are improved, really; and if they now seem worse to the man before the mast, it is because he himself has evolved higher standards of comfort, and gone elsewhere to seek it. It looks as if reformers had educated the masses, only to be shocked at their refusal to be content with the conditions to which it formerly pleased "Providence" to call them.

Foochow felt another earthquake shock on April 14th.

Charing Cross Station was re-opened to traffic on March 19th.

In the week ending April 21st, there were 44 cases of plague at Hongkong, of which 37 ended fatally. In the next 48 hours there were 15 more, of which 13 ended fatally. The total to date is 203 cases, 192 deaths. The smallpox return for the week was nine cases, eight fatal.

The total number of Chinese on the Roads on February 28 was 49,095. The total on January 31 was 47,118. During February 1,043 coolies arrived in the country by the steamship Indra and 1,587 by the Cranley. Eighty Chinese died in February, 585 were discharged for repatriation, and 28 were returned to China from the coast.

France has abolished the harassing identification regulations in regard to Chinese immigrants arriving at Saigon. The withdrawal of the regulations takes effect from May 15. The *Amir du Tonkin* says that this step was hastened by reports that the Chinese confederates intended to boycott the colony unless the regulations were done away with.

The return of visitors to the City Hall Library and Museum for the week ending the 22nd April, 1906, shows that of non-Chinese there were 267 to the Library and 95 to the Museum; and of Chinese 100 to the former and 3,077 to the latter. The Library was, therefore, used by 367 persons, and the Museums by 3,172.

Inquiries have been instituted by the Government of India into the phenomenon of gold absorption. Sovereigns in prodigious numbers are going out from the Imperial treasuries and are not coming back. What the Government particularly desire to know is whether these sovereigns are passing into ordinary circulation side by side with rupees, or are being buried in secret hoards.

Professor Engler, Director of the Imperial Gardens of Berlin, the well known authority on avoid, is travelling in the East. He says the Agricultural Bulletin, spent some time in the Botanic Gardens of Singapore, collecting and examining the flora, especially the plants of his favourite group. He seemed much surprised to find a large collection of living and dried avoids in the Botanic Gardens.

By kind permission of Lieut.-Col. Aitken and Officers 119th Infantry, the Band of the Regiment will play the following programme at the U.S.R. Club, Kowloon, to-day, commencing at 4.30 p.m.:

March "The Voice is Not;" Bennett
Overture "Mussel;" Gounod
Waltz "Gloie de Dijon;" Andre
Selection "The Mountebanks;" Collier
Song "I Dreamt a Dream;" Cooke
Morceau "Salut D'Amour;" Elgar

It is said that the rumours of a revolutionary movement in Peking originated through the idle yarns of a Chinaman in the United States. This Chinaman informed his American dupes that a great anti-foreign movement was expected in China. This led to a scare, and the telegraphing of the news to the Foreign Ministers at Peking. From the Foreign Ministers the news quickly spread to the Palace, whereupon strict instructions were issued to the metropolitan police to carefully patrol and guard the city.

A resident calls our attention to a comment in *London Opinion*, by Mr. A. G. Hales, on "The Indecency of the Japanese Appeal" for famine funds. The only fair point in it is that England has famine-stricken folk of her own.

To begin with, there never has been a Japanese official appeal for foreign charity. When Mr. Hales talks of Japan making an alliance because "it suited them"; and when he clamours that Japan should buy bread instead of ironclads, he vividly recalls to our mind the steed that Balram rode.

Some plain speaking on the connection between the church and brewers was indulged in on the 8th March at the concluding sitting of the Evangelical Free Church Congress at Birmingham. Dr. J. Q. A. Henry, in a paper on twentieth century reform, said that in one city there were six brewery companies who advertised the names of 311 clergymen as stockholders. Another concern boasted of 186 names of ministers and clergymen, while there were nearly 1,700 clergymen and ministers who held approximately £2,000,000 worth of stock in brewery shares and public-house property. Until ministers saw their responsibility in this matter and set a safe example to their flock, they must expect that the church would continue to play into the hands of brewery lords.

A sarcastic letter in the *Daily Mail* reads:—Sir,—Now that the Government has removed the vexatious restrictions on alien immigrants, I am considering the importation of a number of Chinese (who are the finest gardeners in the world) to work some of the many orchards and fruit grounds in this country which are no longer profitable owing to the free importation of foreign fruit. As English labour for the purpose cannot be obtained at less than 3s. per day per man, I estimate that on each Chinaman employed there would be a saving of 10s. weekly. The East End employers of alien labour do not have to provide expensive "compounds" for their workers, and I therefore assume there would be no difficulty in housing my Chinese or equally economical lines.—One Who Has Lost by Fruit Growing.

We do not think things are quite so bad as represented in the following paragraph from a London paper:—Despatches clearly indicate that the situation in China is growing serious, not only by reason of the internal condition of the country, but because of the complete lack of unity among the Powers, some of whom are taking advantage of the upheaval to press their demands upon an unwilling Government, while others are seizing "rights" first and asking for "concessions" afterwards. When the diplomats have finished their labours at Algiers they might well turn their attention to China, where there no longer exists even the semblance of a European concert. Indeed, it seems as if the long-deferred general scramble for territory was beginning synchronously with the determination of China to keep her country for her own people.

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TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

AN ARMY SCANDAL.

LONDON, April 23rd.

A ragging case has occurred in the Scots Guards which has resulted in the Colonel being retired on half-pay and fourteen officers being punished.

SAN FRANCISCO FIRE OUT.

LONDON, April 23rd.

The fire in San Francisco has finished, leaving twenty-five square miles of ruins.

The number of deaths has probably been exaggerated.

COTTON STRIKE IMMINENT.

LONDON, April 23rd.

The Lancashire operatives have decided to strike.

[REUTHER'S SERVICE.]

THE SAN FRANCISCO HORRORS.

LONDON, April 21st.

Yesterday was a day of horror in four distinct zones of the city of San Francisco, the fire in which threatened to drive into the sea 20,000 refugees who were huddled together at the Golden Gate; the park and the ferries were overcrowded with half-crazed refugees, who assert that hundreds perished in the flames, including many prisoners in the Hall of Justice. It is reported that Terminal Island, and other seaside resorts, have been destroyed by a tidal wave. All the houses of the millionaires at Cob Hill and Van Ness Avenue have been destroyed; the confusion and distress, amidst hunger and raging thirst, is inexpressible. Mr. Rockefeller and other millionaires are contributing huge sums to relief funds.

It is now hoped to save a quarter of the city; 300,000 people are homeless, hungry and thirsty; the police have seized all the food and are distributing it sparingly. General Funston telegraphs that only the most energetic outside efforts can prevent painful suffering. The Government has directed the purchase of stores and food from the nearest centres, and sent a Secretary to commence an investigation into the best methods for further relief.

(N.C. Daily News Service.)

THE ITALIAN PRINCE IN JAPAN.

Tokyo, April 16th.

Prince Ferdinand of Udino left Yokohama this afternoon for Kobe.

THE MIKADO'S CLEMENCY.

Tokyo, April 16th.

The Englishman, H. B. Collins, who was sentenced at Yokohama to eleven years' imprisonment for espionage during the war, has been released by amnesty.

THE EARTHQUAKE IN FORMOSA.

Tokyo, April 16th.

The earthquake in Formosa on Saturday was more serious than that of the 17th ult., but the damage done is smaller, as the shock centred in the hilly districts and most of the houses that could be destroyed had been destroyed previously.

A REFORM IN CHINESE OFFICIALDOM.

Peking, April 17th.

It is shortly to be arranged that officials shall be allowed to hold office in their native provinces.

AN UNPROMISING OUTLOOK FOR THE CL.P.O.

Peking, April 17th.

It is reported that the control of the Chinese Imperial Postal Administration is shortly to be taken from Sir Robert Hart and the Customs Service and to be placed under independent Chinese direction.

THE OPENING OF MANCHURIA.

Tokyo, April 17th.

The Foreign Office has issued a communiqué which states that the evacuation of Manchuria has been completed. Antungshan and Tatung will be opened on the 1st proxim. and foreigners will be allowed to travel in Manchuria except when permission would be particularly detrimental to military affairs. The Japanese Government is, however, unable to give sufficient protection in the existing circumstances.

Taipei will also be opened in the near future.

DISASTROUS EXPLOSIONS AT OSAKA.

Tokyo, April 17th.

Disastrous explosions took place this morning at three private magazines at Osaka, causing damage to an elementary school and also to a tramcar.

Reports to the Pioneer from Shigatze show that the prestige of the Tashi Lama has enormously increased since his visit to India. His reception on returning home was most enthusiastic one, and for the past month worshippers have been crowding to Shigatze for the new homage. The feelings of the Tibetans towards the British have become most cordial, the news of the honours paid to the Tashi in India having spread throughout the country.

BELLIOS MEDAL FOR GALLANTRY.

PRESENTED TO MR. A. H. BROWN.

[REUTHER'S SERVICE.]

AN ARMY SCANDAL.

LONDON, April 23rd.

An interesting ceremony took place on board the ss. *Wingchau* yesterday afternoon when Mrs. Barnes-Lawrence presented Mr. A. H. Brown, chief officer of that vessel, with the Bellios medal for gallantry. Among those present were Hon. Captain Barnes-Lawrence, Mr. Barnes-Lawrence, Mr. and Mrs. Bellios, Rev. Mr. Pearce, Mr. J. Dyer Bal, Captain Ramsay, Captain Austin and Mr. C. E. Warren.

Rev. Mr. Pearce first introduced Mr. Brown to Mrs. Barnes-Lawrence, after which he stated that the company had gathered to recognise the Chief Officer's intrepidity in life-saving.

They were able to be present due to the creation of fund in part for life-saving

SUPREME COURT.

Monday, April 23rd.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (CHIEF JUSTICE).

A DISPUTED PROMISSORY NOTE.

Fang Chun-yuen sued Tang Tsui-man and Woo Tok, partners in the Hung Yuen Bank, of 167, Queen's Road Central, for \$3,737, being principal and interest, due from defendants to plaintiff, as makers of a promissory note for \$10,000 dated 30th October, 1905, in favour of the plaintiff. Mr. E. H. Sharp, K.C., instructed by Mr. Steavenson (of Messrs. Deacon, Looker and Deacon), appeared for the plaintiff. No appearance was entered by either of the defendants.

Mr. Sharp said that one of the defendants was not expected to be present. Only one of the defendants had entered an appearance, but he had absconded without filing a statement of defence under the order made by his Lordship.

The plaintiff, a building contractor, residing at 5, Old Bailey Street, said he had formerly been a partner in the Hung Yuen Bank, but retired in October last when he sold his share to the defendants, with whom he entered into an agreement. Under this he lost them \$10,000 and received a promissory note from them. On the 28th of November last he received \$400 to account. He had asked Tang Tsui-man for the balance, and he promised to pay in the beginning of this year, but he had failed to do so. Judgment was entered for plaintiff.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PEACE JUDGE).

A DISPUTED ITEM.

The case in which Ma Chan and Li Chang sued the Kwong Ying Lung firm to recover the sum of \$101.80 for work done and material supplied was resumed.

Mr. H. J. Gardiner (of Mr. O. D. Thompson's office) appeared for the plaintiffs, and Mr. R. Harding (of Messrs. Evans, Harston and Harding) for the defendants.

The defence set up was that defendant had paid the account in kind, rice, but this was denied by plaintiff, and the accounts were referred to the Court shroff for a report.

His Lordship having been presented.

Mr. Harding said—I pointed out with reference to a payment of over \$100, part of which plaintiff alleged was rice, he could show that it was a cash transaction.

His Lordship—According to the shroff's report when you paid \$102.00 you only owed \$60. Can you explain the over-payment?

Mr. Harding—I think I can explain that satisfactorily.

Mr. Gardiner—I do not think so. If my friend is to call further evidence, we have others to call.

Mr. Harding—There was another contract running at the same time with respect to the same premises between the same parties, and that is the reason why a rebate was not claimed.

Mr. Gardiner—I think the books will show there was consideration for the over payment.

Defendant was called and stated that he overpaid \$1.50.

His Lordship—Unless you can come to an arrangement I will have all the books translated and laid before me; but I do not want to put you to so much expense. It is the fault of the defendant; he should not mix his accounts up in that way.

Mr. Harding submitted that on the evidence the plaintiff had not proved his case, as he admitted receiving rice, for which defendant had a receipt.

His Lordship gave judgment for plaintiff with costs.

VISIT OF ITALIAN PRINCE.

We learn that Prince Ferdinando of Udino, who is at present with H.I.M.S. *Cabotia* in Japan, where he was decorated with the Grand Cordon of the Chrysanthemum, is likely to visit Hongkong on his way home next month.

The Prince is a midshipman on board the *Cabotia*, a son of the Duke of Genoa, brother of the Dowager Queen Margaret, and is thus a first cousin of the King of Italy.

VOLUNTEER SHOOTING.

The monthly shoot of the Right Half No. 2 Co. was held last Sunday morning at Tai Hang Range. The following are the best five cards returned:

Nett. Handi. Total.
Gunner F. Austin... 68 21 89
Captain Armstrong... 74 12 86
Bomb. A. J. Darby... 79 6 85
Gunner W. M. Ironside... 62 21 83
Gunner J. A. Young... 60 21 81

A cup presented by Lieut. Northcote for the highest aggregate in any three out of the four monthly shoots from January to April has been won by Gunner A. F. Warrack with 257 points; the next in order being Gunner F. A. Biden 255, Captain Armstrong 253.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of India* arrived at Nagasaki at 8.30 a.m. on Monday, the 23rd inst., and left again at 3 p.m. same day for Kobe, where she is due to arrive at 5 p.m. to-day.

The M.M. str. *Caledonia*, with the next French mail, left Singapore on the 23rd inst., at 4 p.m., for this port via Saigon.

The J.-C.-I. Lin str. *Tycoon* left Macassar for this port on the 22nd inst., and may be expected here on or about the 30th inst.

The P. & O. str. *Trent* left Singapore for this port on the 21st inst., at 6 p.m.

THE MERCHANT SHIPPING ACTS.

In the House of Commons on March 20th, Mr. Lloyd-George, in asking the leave of the House to introduce a Bill to amend the Merchant Shipping Acts, 1894 to 1901, said the Bill was based on the reports of three committees, the first, Lord St. Helier's Committee, which reported in 1903, the second, the Seamen's Welfare Committee, which reported last year, and the third, Mr. Bonar Law's committee on foreign ships and statutory requirements, which also reported last year. There was no attempt in the Bill to codify the Merchant Shipping Acts. It simply dealt with a few of the admitted grievances from which British shipowners and seamen suffered. The first was with reference to the application of the safety regulations to foreign ships. The regulations applicable to British ships might be divided into those dealing with overloading, those dealing with unsaferliness arising from defects in the condition of hull or machinery or undermanning, those dealing with stowage, and those dealing with life-saving appliances. There was no doubt that those regulations had had the effect of saving life during the years they had been in operation. In 1872 the loss of life amounted to 3,533. In 1874 it was 4,121, while in 1904, the last year for which the figures were available, it was only 1,113, a very considerable reduction. The 1872 figure was equal to one in 61 of those employed in our merchant ships, and the figure now varied between one in 150 and one in 220. This reduction was no doubt largely due to the rapid substitution of steam for sailing vessels. With regard to overloading, the regulations were now applicable to foreign ships loading in British ports, and if a foreign ship was overloaded in a British port she might now be detained; but owing to the absence of a disc it was exceedingly difficult to detect overloading, and if an official was to do so, it would be liable to be liable to the Government. The Board of Trade had been told that 20 per cent. of the carrying trade of the world (hear, hear) had never been anything like it in history. These ships, trading between foreign ports, came perhaps once in four years for classification at Lloyd's and then returned to the foreign trade, and you cannot get British sailors to remain in ships of this kind, though captains and officers might be British. Shipowners in such cases had no alternative and were not to blame if a large number of foreigners were engaged, but he believed they were anxious to give assistance towards increasing the supply of British seamen (hear, hear). It had been suggested that there was grave danger in the fact of 22 per cent. of foreigners being in the mercantile marine; but that was not the opinion at the Admiralty, for it was considered that in time of war merchant seamen would not be so much damaged, and the carrying trade would have to be continued. He had been told that 20 per cent. of the men in Nelson's Fleet were foreigners, but, of course, that was not a desirable state of things now. During the last two or three years there had been a decrease in the number of foreign seamen employed, and he was inclined to the belief that the decrease was due to the improvement in the conditions of service in foreign ships. In the United States vessels wages were higher and food better than in this country (no, no). That was challenged, but he went upon evidence given before the committee. Improvements were, however, going on in foreign countries, and as these proceeded each country would be more likely to absorb its own seafaring population. With the employment of lascars the position was different. He did not understand that his hon. friend the member for Middlesbrough wished to stop the employment of lascars?

Mr. J. H. Wilson—Yes, certainly.

Mr. Lloyd-George said he had not understood that lascars were British subjects (hear, hear). It was unreasonable to speak of them as British subjects for the purpose of bragging of the extent of the British dominions, and when they asked for a share in the privileges of a British subject to tell them they were foreigners (hear, hear). To say, then, they were foreigners was not fairplay (hear, hear). It was not a shipowner's question; it was a question of fair treatment (hear, hear, no, no, wages). The lascars had not a position which was rather interesting. If it they said "We are told that in the Parliament of England sits a gentleman of the name of Hawdlock Wilson Sabih (laughter), and he has urged that we should give more space. We beseech your lordships to believe that his benevolence will prove our bane, and as we have done him no wrong, if he really wishes us well he will have mercy to spare us. Should he, however, pursue us with his attention we are sure that after this our humble petition other members of that great Assembly will refuse to listen to him" (hear, hear, and laughter). A number of lascars gave evidence before the committee, and he had been told that no more intelligent witnesses came before the committee than these British fellow-subjects of ours. He had been assured that they were intelligent, steady, sober, hard-working, skilful, and in an emergency very courageous men. The lascars was a hereditary sailor, and was bound by the rules of his caste to pursue the trade his ancestors had followed from time immemorial—from the date of the Flood (hear, hear, and laughter). Lascars in effect said very fairly that, British steamers having deprived them of their hereditary means of earning a living, it was only right that they should be allowed to take up manning the steamers. Wages and accommodation were a different matter. If the lascars had reason to complain let them make their complaints, and he had no doubt they would be able to enforce them, for the British mercantile marine could not do without the lascars. But there really was a case against the foreign seaman, not because he was a foreigner, but because he very often endangered the safety of the ship by being unable to understand the words of command. An inquiry had recently been held at Cardiff by an experienced judge in reference to a number of wrecks, and in three of the cases the majority of seamen on board were foreigners. In one case the Court said, "It is not within the province of this Court to express any opinion on the expediency or necessity of employing foreign seamen in British vessels, or to institute a comparison between British and foreign seamen, but the Court deems it its duty to direct attention to the fact that this is the third wreck inquiry held within a month in which the deck hands were chiefly foreign seamen with no knowledge of the English language." In one case a Spaniard, who could neither speak nor understand English was at the wheel, and the Court found that had steering was a contributory cause of the accident. In the case of the *Barataria*, which involved the loss of many lives, all the deck hands who gave evidence were Russians who were entirely ignorant of the English language. The foreign seamen managed to get hold of the life-boat, and into the boat they had got into the boat they cut the rope. All who were in the life-boat were saved, and the remainder of the crew sank. In another case a Greek who could speak no English was at the look-out. There was overwhelming evidence that the lives of men engaged as seamen were endangered by the fact that seamen were employed who did not understand a word of English. They could not understand the words of command, and for that reason they were absolutely worthless in a moment of emergency. The Government were of opinion that, although in an Act of Parliament they could not exclude foreign seamen from British ships, at any rate they ought to provide that no foreign seaman should be engaged on board a British ship unless, in the opinion of a competent officer of the Board of Trade, he was capable of understanding the words of command in the English language (hear, hear). He put it entirely on the ground of safety. He earnestly trusted that the shipowners would assist the Government in promoting some sort of scheme whereby the unlocated deficit in the supply of British seamen could be made up. He was certain that a good deal could be done by a system of apprenticeship. The firm to which his hon. friend the member for Dewsbury belonged had a regular system of apprenticeship, and it worked admirably. Fifty per cent. of the boys who became apprentices eventually stuck to their posts

and that was as high a percentage as they could expect. He was convinced that other firms could try the experiment with equal success if there was real effort. Men they had 40,000 berths which were now filled up by foreigners because shipowners could not get British seamen. It was an opening for some philanthropic person to find employment for British hands. He now came to the part of the Bill relating to the scale of provisions. At the present moment there was no statutory scale of provisions enforced upon British shipowners. There was what was known as the Board of Trade scale, but that was merely a skeleton, and contained little beyond salt meat, biscuits, tea, and sugar. It would be unfair to the shipowners if they were to suggest that that was the scale of provisions they provided for their seamen; it was not. In the vast majority of cases that scale was improved upon considerably. The owners of the great lines and the great tramps had provided a more generous scale than any that could be put into an Act of Parliament. But there was a very considerable minority of owners of sailing ships and tramps who provided a food scale for their sailors which was not much better, if at all, than the meagre, miserly, monotonous scale to which he had referred. He thought the House would come to the conclusion that this was not the sort of thing that ought to introduce a regulation to force recalcitrant members of that community to live up to the standard of the majority of their fellow traders, and that was what the Government proposed to do. They said to these men who did not provide their sailors with the kind of food that ought to be given to them, you must at any rate be up to the average of British shipowners. There was a case in the evidence for introducing some sort of minimum scale of provisions. When they were so anxious to reduce the number of foreigners in our ships, one thing to do was to make the merchant service as attractive as they could, and the first condition was to provide fairly good food. The Government had decided to have a minimum scale in this Bill (hear, hear). He did not think it was a scale which they could rigidly enforce in every particular. The only way to do was to set up a sort of standard and ask the shipowners to conform to it. If a shipowner complained that he had not a fair share of the things provided in the scale and the shipowner could prove that he had had substitutes which were equivalent, so far as nutrition was concerned, the sailor would be none the wiser. If they had a minimum scale of food they must also have some provisions with regard to cooking. The committee recommended that cooks should be certified, and the Government had decided to incorporate that recommendation in the Bill. They said that cooks must go through some course of training, and they had fixed the period of two years. Those who had been in service as cooks for two years would get their certificates as a matter of course. His own opinion was that, with certified cooks, shipowners would find it much easier to retain their men and to attract good men to their service (hear, hear). He had consulted representatives of the shipowners in regard to these matters, and, though they were not quite able to agree to the minimum scale suggested by the Government, they struck a very fair compromise between the scale demanded by the sailors and the scale demanded by the shipping Federation. The shipping Federation were prepared to concede. On the whole, he thought it would be agreed that the scale decided upon was not a very extravagant one. The standard set in those matters by the better class of shipowners ought to be the one aimed at, and, in the interests of the shipowners themselves and of the trade, the example they had set should at last be enforced by Act of Parliament upon others who had not followed it for 40 years (hear, hear). They were also going to enforce inspection of provisions. The provisions in vessels going round Cape Horn, to the Cape of Good Hope, through the Suez Canal, and on similar long voyages were inspected, but there was no inspection of the provisions in vessels which went to any other part of the globe. If they were inspected in the one case it was just as necessary to inspect them in the other, because, as a rule, some of the worst provisioned ships were not those which went these long voyages (hear, hear). They were not going to make the inspection obligatory. All they were going to say was that the Board of Trade inspector might inspect the provisions in every case, and that he should have the right to do so. There would thus be a guarantee that the provisions would be good, and many shipowners had told him that they regarded this as a protection to themselves. They were also going to substitute new regulations for those which were to be found in the schedules to the old Act. Many of those regulations, such as those with regard to the carrying of emigrants, were hopelessly antiquated. They were made for a state of things which had been altered by the present state of things. In 1854 our ships were chiefly wood and iron; they were now steel. In 1854 our sailing ships were four millions of tons, and our steamships were only 300,000 tons. In 1904 our sailing ships were only 1,800,000 tons, and our steamships had gone up to 8,700,000 tons. It was quite clear that regulations which were applicable to the old days when sailing ships were everything and steam was a new experiment were inappropriate to a state of things when steam was everything and the sailing ship was a declining and decaying quantity. He thought it was a great mistake to put in an Act of Parliament rigid regulations which it required another Act of Parliament to change, and what they wanted was to be able, by means of an Order in Council, to introduce regulations which would be applicable to the changing circumstances of the hour. They proposed, therefore, to abolish these schedules, and to substitute for them regulations of the character he had indicated. It was obviously impossible for shipowners under every condition to conform absolutely under every regulation made by the Board of Trade or by Act of Parliament, and they proposed to introduce in the Bill a rather wider power than existed in the Act of 1854 of dispensing with the enforcement of the strict letter of the regulation in certain circumstances. It was also proposed to give power to the Board of Trade to set up advisory committees for the purpose of consultation in regard to new regulations. The Board of Trade had already set up advisory committees in regard to the load-line, safety appliances, and so on, and these committees had proved to be of the greatest possible assistance to the Board in arriving at conclusions which were satisfactory to both sections. No one wanted to harass our great mercantile marine in conducting its business, and he thought it was fair, subject to regulations for the safety of human life and the protection of the sailors, the men who had a special knowledge of, and were life-long experts in, matters of this kind should be consulted. He proposed, therefore, if this clause were incorporated in the Bill, to invite gentlemen representing the various shipping interests as an advisory committee to assist the Board of Trade in framing these new regulations and in regard, particularly, to the food scale and other matters. There were other provisions with regard to the register, the building rules, the property of seamen dying on board ship, desertion, and other

matters which he would not now explain, but he thought he had outlined the main proposals of the Bill. After it had been read a second time, he should ask the House to refer the Bill to the Standing Committee on Trade. As far as he was concerned, he should throw the Bill on the mercy of the committee—he thought it was a great mistake to make every detail of a Bill a Government matter (hear, hear)—and he trusted that, when it emerged from the committee, it would be a Bill which would be of benefit to all those who were concerned in our mercantile marine—the greatest in the world had seen (cheers).

KODAKS AT HOME PRICES.

NO. 3. FOLDING POCKET KODAK (43-12-54) \$38.00

4 CARTRIDGE (25-15-04) \$60.00

LON G. HING & CO.

No. 17, QUEEN'S ROAD.

BEERSCHE-BIERBROUWERIJ

"DE AMSTEL"

AMSTERDAM

PASTEURIZED

EXPORT

PILSENER

BEER.

FREE

FROM

Per Case 4 Doz. Quarts ... \$16.50

" 6 " Pints ... 4.15

" 1 " ... 16.70

" 2.75

SEDIMENT.

SOLE AGENTS:

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

TELEPHONE NO. 135.

[35]

NO TONGUE CAN TELL SUFFERING

From Itching and Bleeding Eczema
—Pain Terrible—Body and Face
Covered with Sores—Doctors and Medicines Failed.

After over three hours of discussion, the First Reading was agreed to.

[35]

THE WRECK OF THE "STRUVE."

The C.N.S. *Singa*, which arrived at Shanghai on April 16th from Swatow, reported—At 6 p.m. on the 9th instant sighted a steamer ashore on the rocks east of Ocksen Island, with a big list to starboard, heavy seas breaking over her, and distress signal flying. On going close, a boat put off and came alongside, when the chief officer came on board and reported her to be the German steamer *M. Struve* bound from Hongkong to Chinkiang with a cargo of sugar. They had run ashore in the dense fog. The steamer is now a total wreck; she holds full of water and the ship submerged at high water. Our ship was anchored to await the crew coming off in their boats. At midnight, after receiving their boats alongside, with four Europeans and 45 Chinese, we hoisted three of them up in our davits, but owing to the wind and sea having increased in force and the ship rolling heavily, we were forced to cut the last two adrift and proceed on our way to Swatow, where they were all landed on the 10th and left for Hongkong the same day. The master of the *M. Struve* had left the Island with six sailors in his boat, early on the 9th, to get assistance from the mainland.

[35]

ANOTHER RUBBER COMPANY.

With a share capital of

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until unremitted.

Telegraphic Address: PRESS, CANTON, A.R.C., 6th Ed.

Agents.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports on SATURDAY, the 28th inst., at 3 p.m.

For Freight, apply to DAVID SASSOON & CO., LTD., Agents. Hongkong, 23rd April, 1906. [949]

FROM HAMBURG, HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SITHONIA," Captain Brumley, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded, unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th April, at 3 p.m.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 23rd April, 1906. [950]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that HO SAU HING and HO CHI KAI both of No. 121, Queen's Road Central, Victoria, in the Colony of Hongkong, Tobacconists, carrying on business at No. 121, Queen's Road Central, Victoria, aforesaid, and at Canton under the style of KWONG TAT COMPANY, have, on the 28th day of March, 1906, applied for the registration in Hongkong for the registration of TRADE MARKS of the following

TRADE MARK, namely:—A distinctive device, mark, or label representing a Square Seal suspended vertically by a chain of four Jade Rings, two large and two small ones, arranged in the following manner, namely: the large Ring below is attached to the handle of the seal and is connected by the two small Rings with the other large Ring above. The said two small Rings while connecting the large ones together are themselves linked to each other. Right above the Ring and Seal is a Chinese Seal bearing four Chinese Characters (寶璽金印)

meaning "JADE RINGS AND SEAL MARK" and below the said Ring and Seal is a Horizontal Label bearing four Chinese Characters (子烟嘴金) meaning "GOLD

TIPPED CIGARETTES" in the names of the said HO SAU HING and HO CHI KAI who claim to be the proprietors thereof.

The TRADE MARK has been used by the applicants in respect of the following goods, namely: Manufactured Cigarettes, in Class 45.

A fac-simile of such TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Offices of the undersigned.

Dated the 23rd day of April, 1906. S. W. TSO, Solicitor, No. 39, Queen's Road Central, Hongkong. [952]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

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TRADE MARK, namely:—A distinctive device, mark, or label representing seven Chinese Brass Coins arranged in a Horizontal Row with one of the Coins in the centre showing the full face and bearing four Chinese Characters (寶通諸光) meaning

the money currency of KWONG SU, and three Coins on either side of it; each of the Outer Coins being overlapped by the one nearer to the said Central Coin, and the two nearest to the said Central Coin being themselves in turn overlapped by the said Central Coin. Also a narrow Twisted Band, one end of which going diagonally across the three Coins on the left hand side and bearing five Chinese Characters (壓鑄金幣帶) meaning "THE TWISTED

BAND AND GOLD COINS MARK," the other end curving behind the three Coins on the right hand side, while the middle of the said Band stretching horizontally above the three right hand side Coins and bearing four Chinese Characters (子烟嘴金) meaning "GOLD

TIPPED CIGARETTES" in the names of the said HO SAU HING and HO CHI KAI, who claim to be the proprietors thereof.

The TRADE MARK has been used by the applicants since the month of September, 1905, in respect of the following goods, namely: Manufactured Cigarettes, in Class 45.

A fac-simile of such TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the undersigned.

Dated the 23rd day of April, 1906. S. W. TSO, Solicitor, No. 39, Queen's Road Central, Hongkong. [953]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 25th instant will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD., Agents. Hongkong, 23rd April, 1906. [949]

AUSTRALIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, KARACHI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"TRIESTE," having arrived, Consignees of Cargo are hereby informed that Cargo is being landed and stored at their risk and expense in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

From Zanzibar, ex.s.s. "Bohemian," transhipped at Aden.

From Venice, ex.s.s. "Calipso," transhipped at Trieste.

From Smyrna, ex.s.s. "Venus," transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before NOON on the 28th April, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th April will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIEBLER & CO., Agents.

Hongkong, 22nd April, 1906. [3]

INTIMATIONS

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE.

THIS MONTH (April) the Settlements will take place on MONDAY, the 30th, By Order of the Committee.

E. S. JOSEPH, Hon. Secretary. Hongkong, 22nd April, 1906. [943]

VICTORIA CHAPTER, NO. 325, E.C.

A REGULAR CONVOCATION of VICTORIA CHAPTER will be held at the FREEMASONS' HALL TO-NIGHT (TUESDAY), the 24th instant, at 8.30 for 9 p.m. precisely. Visiting Companies are cordially invited to attend. Hongkong, 18th April, 1906. [906]

BOTHEN MARK LODGE, NO. 261.

A N EMERGENCY MEETING of the BOTHEN MARK LODGE will be held at the FREEMASONS' HALL TO-MORROW (WEDNESDAY), 25th inst., at 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 24th April, 1906. [924]

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL GENERAL MEETING of the Members will be held on THURSDAY, 26th April, 1906, at 4 p.m. in the old CHAMBER ROOMS, CITY HALL, to nominate a Member of the Chamber to take the place in the Legislative Council of the Hon. Mr. ROBERT SHEWELL, who has Resigned.

Notices in writing of the names of Candidates, and of their Proposers and Seconders, to be lodged with the SECRETARY at least 48 hours before the time appointed for holding the General Meeting.

By Order, A. R. LOWE, Secretary. Hongkong, 20th April, 1906. [925]

HONGKONG JOCKEY CLUB.

T HE HALF-YEARLY MEETING of the above Club will be held in the CITY HALL on SATURDAY, the 28th April, 1906, at 12.15 p.m.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 14th April, 1906. [879]

HONGKONG CLUB.

T HE TWENTIETH YEARLY GENERAL MEETING of the Members of the HONGKONG CLUB will be held in the Club House, on THURSDAY, the 26th April, 1906, at 5 p.m.

By Order, C. H. GRACE, Secretary. Hongkong, 18th April, 1906. [907]

NOTICE.

HONGKONG CLUB.

A GERMAN GENTLEMAN desires to take LESSONS in ENGLISH in Exchange for GERMAN.

Apply to—K. B., 1, Garden Road, Kowloon. Hongkong, 18th April, 1906. [931]

TUITION.

LESSONS IN ENGLISH AND FRENCH given by an Experienced Teacher, either Privately or in Classes. Terms moderate.

Apply to—L., Cars of "Daily Press" Office. Hongkong, 18th April, 1906. [904]

NOTICE.

H. YERA'S PHOTOGRAPHIC STUDIO, has this day RE-OPENED at its FORMER PLACE, 2nd Floor of No. 14, BEACONFIELD ARCADE, Queen's Road Central, Canton, and he solicits the continuance of his Customers' patronage.

Hongkong, 10th April, 1906. [812]

NOTICE.

M. E. CLAUDE NEWBY has RESIGNED from our Employment, and Mr. GEORGE GRIMBLE has been Appointed MANAGER of our Hongkong Office from this date.

GRANT & LESLIE, Canton, 17th April, 1906. [919]

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GRANT & LESLIE, Canton, 17th April, 1906. [919]

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**MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.**

CODE WORD: "DOCK."
A. I. A. B. C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 964 "
Width of Entrance on Bottom... 884 "
Water on Blocks at Spring Tide 344 "

DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 284 "

DOCK No. 2.
Extreme Length... 371 feet.
Length on Blocks... 354 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP.
Suitable for vessels up to 1,000.

THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIAL is
always kept on hand.

THE COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
especially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
to be sent to any part of the world.

Short Notice.

BANKS

**HONGKONG & SHANGHAI BANK-
ING CORPORATION**

PAID-UP CAPITAL..... \$10,000,000
RESERVE FUND—
STERLING RESERVE..... \$10,000,000
SILVER RESERVE..... 5,500,000
RESERVE LIABILITY OF SHAREHOLDERS..... \$19,500,000

RESERVE LIABILITY OF PROFIT..... \$10,500,000

RESERVE LIABILITY OF

SHIPPING.

ARRIVALS.

CHEONG SHING, British str., 1,256; S. J. Payne, 23rd April.—Tienhsien 14th April, General.—Jardine, Matheson & Co., 1,550; F. Spence, 23rd April.—Kohsichang 17th April, Ric.—Nord German Lloyd.

DACIA, German str., 1,470; Brock, 22nd April.—Tsingtao 18th April, General—Hamburg Amerika Line.

FEICHING, Chinese str., 994; Johns, 23rd April.—Shanghai 19th April, General—Chinese General—David Sassoon & Co.

KINTUCK, British str., 2,098; B. C. Lewis, 2nd April.—Shanghai 20th April, General.

LIGHTNING, British str., 2,122; J. G. Spence, 23rd April.—Calcutta via Straits 7th April, General—David Sassoon & Co.

MACHON, British steamer, 4,276; G. W. Long, 23rd April.—Shanghai 20th April, General—Butterfield & Swire.

RUN, British str., 1,611; R. W. Almond, 23rd April.—Manila 21st April, General—Stewart, Tones & Co.

STIVERTOWN, British cable str., 4,200; D. Morton, 21st April.—Shanghai 17th April.

STRONACH, German str., 6,768; Bremer, 23rd April.—Hamburg 10th March, Penang 10th April, and Singapore 17th, General—Hamburg Amerika Line.

STUTZIN, British str., 1,390; Farrell, 21st April.—Singapore 18th April, Kerosene.—Geo. McBain.

VANADIA, Norwegian str., 1,963; Olaf Berendsen, 23rd April.—Christians Island 12th April, General—Cedric.

WILMINGTON, U.S. gunboat, 1,397; Comdr. A. W. Dodd, 23rd April.—Manila 20th April.

YOKOH, British str., 22nd April, from Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

Dacia, German str., for Singapore.

Feiching, Chinese str., for Canton.

Hainan, British str., for Swatow.

Kintuck, British str., for Singapore.

Meinethine, British str., for Shanghai.

Tinggang, British str., for Canton.

Trieste, Austrian str., for Shanghai.

Venadis, Norwegian str., for Shanghai.

Yochow, British str., for Shanghai.

DEPARTURES.

April 23rd.

BOURBON, French str., for Saigon.

DAGNY, Norwegian str., for Hongkong.

KOHSICHANG, German str., for Bangkok.

PRONTO, Norwegian str., for Chero.

SANSEN, German str., for Bangkok.

WINGANG, British str., for Shanghai.

YOKOH, British str., for Shanghai.

SHIPPIING REPORTS.

The German str. *Dacia* reports: Most of the time moderate easterly winds with fog and rain. The British str. *Feiching* reports: Light winds and fog. Observed a vessel on the rocks off Okseen being dismantled by Chinese.

The British str. *Rubi* reports: Light variable winds and fine clear weather to lat. 19° N.; hence north easterly wind and hazy weather to port.

The Chinese str. *Feiching* reports: Fine and clear weather with moderate to fresh breeze to Hushan; from thence to Breaker Point thick fog at times; moderate breeze and sea; thence to port fine and clear with light and variable wind.

VESSELS IN DOCK.

April 23rd.

ABERDEEN DOCKS.—*Taiyu*.

KOWLOON DOCKS.—U.S.S. *Barry*, U.S.S. *Bainbridge*, *Brand*, *Kohsichang*, H.M.S. *Whitby*, *Alta*, *Longou*, *Marie*, *Ship Shing*, *Shanmou*, *Yuenching*, *Argus*.

COSMOPOLITAN DOCK.—*Telemachus*.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE," Captain D. Mistrorigo, will leave for the above places TO MORROW, the 25th inst., 10 A.M.

For Freight or Passage, apply to Sander, Wieland & Co., Agents, Princes' Building, Hongkong, 18th April, 1906.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTA," will be despatched for the above Ports TO-MORROW, the 25th April.

For Freight, apply to SHEWAN, TONES & CO., Agents, Hongkong, 9th March, 1906.

THE EAST ASIATIC CO. LTD., COPENHAGEN.

NOTICE.

FOR COPENHAGEN & BALTIc PORTS.

THE Company's Steamship

"AKER," Captain Wettergreen, will be ready to load for the above places or about THURSDAY, the 3rd May.

For Freight, apply to MELCHERS & Co., Agents, Hongkong, 11th April, 1906.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENVENUE," Captain Kroble, will be despatched as above on or about 8th May.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, 14th April, 1906.

HONGKONG—MANILA.

Steamship *DEVANHA* (About 23th April) Freight only.

Steamship *COLOMBIA PORT SAID* and *W. R. Hickey* (About 23th April) Freight only.

Steamship *PALAWAN* (About 29th April) Freight and Passage.

Steamship *A. F. Street* (About 3rd May) Freight and Passage.

Steamship *DONGOLA* (About 3rd May) Freight and Passage.

Steamship *E. A. PHILLIPS* (About 3rd May) Freight and Passage.

Steamship *DEVANHA* (About 5th May) See Special Advertisement.

For further Particulars, apply to E. A. REWETT, Superintendent.

Hongkong, 8th April, 1906.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	PLATE & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	T. H. Hide, R.N.E.	P. & O. S. N. CO.	On 5th May, at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	—	W. R. Hickey	P. & O. S. N. CO.	About 25th inst.
LONDON & ANTWERP	BENVENUE	Brit. str.	—	Kroble	GIBB, LIVINGSTON & CO.	About 8th May.
LONDON & ANTWERP	FLINTSHIE	Brit. str.	—	—	SHewan, Tones & Co.	About 15th May.
KINTUCK	KINTUCK	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
—	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 8th May.
—	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 22nd May.
—	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 5th June.
—	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st July, at 1 P.M.
—	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th May.
—	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
—	—	Brit. str.	1 m.	—	MELCHERS & CO.	Quick despatch.
—	—	Brit. str.	1 m.	—	MELCHERS & CO.	On 28th inst.
—	—	Brit. str.	1 m.	—	HAMBURG-AMERIKA LINIE	On 2nd May.
—	—	Brit. str.	1 m.	—	HAMBURG-AMERIKA LINIE	On 16th May.
—	—	Brit. str.	1 m.	—	HAMBURG-AMERIKA LINIE	On 30th May.
—	—	Brit. str.	1 m.	—	HAMBURG-AMERIKA LINIE	On 14th June.
—	—	Brit. str.	1 m.	—	HAMBURG-AMERIKA LINIE	On 28th June.
—	—	Brit. str.	1 m.	—	HAMBURG-AMERIKA LINIE	About 8th May.
—	—	Brit. str.	1 m.	—	HAMBURG-AMERIKA LINIE	On 20th May.
—	—	Brit. str.	1 m.	—	HAMBURG-AMERIKA LINIE	On 24th June.
—	—	Brit. str.	1 m.	—	HAMBURG-AMERIKA LINIE	About 4th May.
—	—	Brit. str.	1 m.	—	STANDARD OIL CO.	On 10th May.
—	—	Brit. str.	1 m.	—	STANDARD OIL CO.	About 25th May.
—	—	Brit. str.	1 m.	—	SHewan, Tones & Co.	On 2nd May.
—	—	Brit. str.	1 m.	—	SHewan, Tones & Co.	On 16th May.
—	—	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 28th inst.
—	—	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	About 4th May.
—	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst.
—	—	Brit. str.	1 m.	—	DODWELL & CO., LTD.	On 28th inst.
—	—	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	On 22nd May, at Noon.
—	—	Brit. str.	1 m.	—	PORTLAND & ASIATIC S.S. CO.	To-morrow.
—	—	Brit. str.	1 m.	—	SHewan, Tones & Co.	On 28th inst., at Noon.
—	—	Brit. str.	1 m.	—	GIBB, LIVINGSTON & CO.	On 1st May.
—	—	Brit. str.	1 m.	—	MELCHERS & CO.	On 3rd May.
—	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	Quick despatch.
—	—	Brit. str.	1 m.	—	DODWELL & CO., LTD.	About 20th inst.
—	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th inst.
—	—	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 28th inst., at 4 P.M.
—	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 5th May.
—	—	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	To-morrow, at 10 A.M.
—	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
—	—	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 4th May.
—	—	Brit. str.	1 m.	—	MELCHERS & CO.	To-morrow.
—	—	Brit. str.	1 m.	—	OSAKA SHOSEN KAISHA	On 1st May.
—	—	Brit. str.	1 m.	—	OSAKA SHOSEN KAISHA	On 26th inst., at 10 A.M.
—	—	Brit. str.	1 m.	—	OSAKA SHOSEN KAISHA	On 6th May, at 10 A.M.
—	—	Brit. str.	1 m.	—	OSAKA SHOSEN KAISHA	On 3rd May, at 10 A.M.
—	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
—	—	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 28th inst., at 4 P.M.
—	—	Brit. str.	1 m.	—	MELCHERS & CO.	About 30th inst.
—	—	Brit. str.	1 m.	—	GIBB, P. & O. S. N. CO.	About 3rd May.
—	—	Brit. str.	1 m.	—	GIBB, P. & O. S. N. CO.	On 9th May.
—	—	Brit. str.	1 m.	—	T. Nemoto	On 29th inst., at 10 A.M.
—	—	Brit. str.	1 m.	—	S. Tagami	On 6th May, at 10 A.M.
—	—	Brit. str.	1 m.	—	H. Oita	On 3rd May, at 10 A.M.
—	—	Brit. str.	1 m.	—	Merlin	To-day.
—	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst., at Noon.
—	—	Brit. str.	1 m.	—	R. Almond	On 28th inst., at 4 P.M.
—	—	Brit. str.	1 m.	—	R. Rodger	On 5th May, at Noon.
—	—	Brit. str.	1 m.	—	J. G. Spence	On 1

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FROM LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DALDANUS"	On 21st April.
GLASGOW and LIVERPOOL	"HECTOR"	On 21st April.
GLASGOW and LIVERPOOL	"JASON"	On 23rd April.
GLASGOW and LIVERPOOL	"DEUCALION"	On 5th May.
GLASGOW and LIVERPOOL	"TYDEUS"	On 12th May.
GLASGOW and LIVERPOOL	"HYSON"	On 12th May.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 15th May.
GLASGOW and LIVERPOOL	"RHINEUS"	On 17th May.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 23rd May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 24th April.
AMSTERDAM, LONDON and ANTWERP	"BELLEROPHON"	On 8th May.
GENOA, MARSEILLES and LIVERPOOL	"CALCHAS"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"HECTOR"	On 22nd May.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 5th June.
AMSTERDAM, LONDON and ANTWERP	"DEUCALION"	On 19th June.
GENOA, MARSEILLES and LIVERPOOL	"HYSON"	On 20th June.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA	"TYDEUS"	On 16th May.
NAGASAKI, KOBE and YOKO-		

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW" and "YANGTSE"	On 25th April and 25th May.

For Freight, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 20th March, 1906.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 24th April.
SHANGHAI	"YOCHOW"	On 24th April.
SHANGHAI	"SHAOHSING"	On 27th April.
CHEFOO and TIENTSIN	"KWEICHOW"	On 27th April.
CEBU and ILLOO	"KAIFONG"	On 1st May.
MANILA, ZAMBOANGA PORT		
DARWIN, THURSDAY ISLAND		
COOKTOWN, CAIRNS, TOWNSEND, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 3rd May.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Captain is carried.

† Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 19th April, 1906.

[11]

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER DIENST.

Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIK PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SENEGALIA	HAVRE and HAMBURG	On 26th April Freight.
Capt. Peter	(Calling at Singapore, Penang and Colombo)	
SEGOVIA	HAVRE and HAMBURG	On 2nd May Freight.
Capt. Schönfeld	(Calling at Singapore, Penang and Colombo)	
JSTRIA	MARSEILLES and HAMBURG	On 11th May Freight.
Capt. Girstein	(Calling at Singapore, Penang and Colombo)	
C. PERD. LAEISZ	HAVRE, BREMEN and HAMBURG	On 16th May Freight.
Capt. Mardericks	(Calling at Singapore, Penang and Colombo)	
SITHONIA	HAVRE and HAMBURG	On 30th May Freight.
Capt. Bräuer	(Calling at Singapore, Penang and Colombo)	
ANDALUSIA	HAVRE and HAMBURG	On 14th June Freight.
Capt. Schmidt	(Calling at Singapore, Penang and Colombo)	
ACILLA	HAVRE and HAMBURG	On 28th June Freight.
Capt. Schuelke	(Calling at Singapore, Penang and Colombo)	
ANDALUSIA	NEW YORK	On 10th May Freight.
Capt. Heuse	(Calling at Singapore and Penang)	

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, KING'S BUILDING.

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OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	LEAVING	LEAVING
TAMSUI VIA SWATOW AND AMOY	S. TAGAMI	SUNDAY, 29th April, at 10 A.M.
TAMSUI VIA SWATOW AND AMOT	H. OHTA	SUNDAY, 6th May, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	AKAISHI MARU	TUESDAY, 1st May.
ANPING VIA SWATOW AND AMOY	MAIDZURU MARU	WEDNESDAY, 2nd May.
SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	SHOSHU MARU	WEDNESDAY, 9th May.

* These Steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.

† Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office.

Second Floor, No. 1, Queen's Building.

Hongkong, 18th April, 1906.

T. ARIMA, Manager. (14)

NORTHERN PACIFIC LINE.

BOSTON S. S. CO., BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer. TONN. Captain. Sailing Date.

SHAWMUT 9,606 E. V. Roberts On 28th April.

Cargo only.

CHEAP FARES. EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
readiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo earned
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 22nd February, 1906.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON,
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS
THE Steamship

"DEVANAH,"

Captain T. H. Hide, R.N., carrying His
Majesty's Mails, will be despatched from this for
Bombay on SATURDAY, the 5th May,
at Noon, taking passengers and cargo for the
above ports in connection with the Company's
s.s. "Hemaya," in which vessel is
secured before departure from Hongkong.Silk and Valuables, all cargo for Fräder,
Tea for London (under arrangement) will be transhipped at Colombo into the mail-steamer
proceeding direct to Marseilles and London;
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "Macdonald," due
in London on 17th June.Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

11th April, 1906.

"SHIRE" LINE OF STEAMERS.

MARSELLE 3, LONDON & ANTWERP

THE Steamship

"MERIONETHSHIRE,"

will be despatched for the above Ports on or
about the 10th May.For freight and further particulars, apply to
SHEWAN, TOMES & CO., Agents.

Hongkong, 12th April, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"PLINTSHIRE,"

will be despatched for the above Ports on or
about the 15th May.For Freight and further particulars, apply to
SHEWAN, TOMES & CO., Agents.

Hongkong, 12th April, 1906.

REGULAR

STEAMSHIP SERVICE TO NEW

YORK

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT MALABA
COAST).

PROPOSED SAILINGS FROM

POST OFFICE NOTICES.

The *Prince Heinrich*, with the German mail of the 27th ultimo, left Singapore on Friday, the 20th instant, at 5 p.m., and may be expected here at 6 p.m. this evening. The *Caledonian*, with the French mail of the 30th ultimo, left Singapore on Monday, the 23rd inst., at 4 p.m., and may be expected here on or about Monday, the 30th inst. This packet brings replies to letters despatched from Hongkong on the 24th February.

MAILS WILL CLOSE

FOR	PER	DATE
Hai-phong	Hongkong	Tuesday, 24th, 9.00 A.M.
Bangkok	Taiwan	Tuesday, 24th, 1.00 P.M.
Macao	Hainan	Tuesday, 24th, 1.15 P.M.
Singapore, Penang and Calcutta	Kutang	Tuesday, 24th, 2.00 P.M.
Manila	Ta-chow	Tuesday, 24th, 3.00 P.M.
Shanghai	Kwong-ting	Tuesday, 24th, 3.00 P.M.
Swatow and Shanghai	Kin-tak	Tuesday, 24th, 3.15 P.M.
Singapore	Hai-an	Tuesday, 24th, 4.00 P.M.
"	Tricke	Tuesday, 24th, 5.00 P.M.
"	Jacob Biedermann	Tuesday, 24th, 5.00 P.M.
Hainan	Sithonia	Wednesday, 25th, 10.00 A.M.
Hongkong	Dophine	Wednesday, 25th,

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 to 11.30 A.M. Extra
Postage 10 cents).
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail).
J.

Macao	Heunshan	Wednesday, 25th, 11.00 A.M.
Ulo-hong, Singapore and Bangkok	Chao-ting	Wednesday, 25th, 1.00 P.M.
Bangkok	Heung-shan	Wednesday, 25th, 1.15 P.M.
Macao	Aura	Wednesday, 25th, 2.00 P.M.
Shanghai	Pitson-ko	Wednesday, 25th, 3.00 P.M.
Amoy	Germania	Wednesday, 25th, 3.00 P.M.
Swatow, Singapore and Bangkok	Friday, 27th, 10.00 A.M.	
Yap, Saipan, Ruk, Ponape, Kusao, Jaluit, Bintanar, Ta-aw, Ocean Island, Nauru, and Sydney		

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
HONOLULU and SAN FRANCISCO
(Supplementary mail on board up to the
time fixed for departure of the mail
Extra Postage 10 cents)

Hongkong Mail		
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Macao	Heunshan	Friday, 27th, 10.00 A.M.
Shanghai	Shao-ting	Friday, 27th, 1.15 P.M.
Choo-ting	Friday, 27th, 3.00 P.M.	
Macao	Yuen-wang	Friday, 27th, 3.00 P.M.
Shanghai	Shau-wang	Saturday, 28th, 11.00 A.M.
Amoy	Rubi	Saturday, 28th, 11.00 A.M.
Swatow, Singapore and Bangkok	Empire	Saturday, 28th, 11.00 A.M.
Yap, Saipan, Ruk, Ponape, Kusao, Jaluit, Bintanar, Ta-aw, Ocean Island, Nauru, and Sydney		

TO-DAY.
Sale, Rare Old Peking Curios, Sales Rooms,
Mr. F. Kline, 23 P.M.
Regular Convocation of Victoria Chapter
Freemasons Hall, 8.30 for 9 P.M.

TO-MORROW.
Sale, Sundry Goods, Sales Rooms, Mr.
F. Kline, 11 a.m.
Extraordinary General Meeting, Offices of
the National Bank of China, 3.15 p.m.
Emergency Meeting of Eastern Mark Lodge,
Freemasons' Hall, 5 for 5.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.— April 23rd.
Telegraphic Transfer 2/04
Bank Bills, on demand 2/04
Bank Bills, at 30 days' sight 2/04
Bank Bills, at 4 months' sight 2/14
Credits, at 4 months' sight 2/14
Demandary Bills, 4 months' sight/2/14

ON PARIS.—
Bank Bills, on demand 2/04
Credits, at 4 months' sight 2/04
On GRANATE.—
On demand 2/13
ON NEW YORK.—
Bank Bills, on demand 50/4
Credt, 60 days' sight 51
ON BOMFAY.—
Telegraphic Transfer 154/4
Bank, on demand 155
ON CAGUETA.—
Telegraphic Transfer 154/4
Bank, on demand 155
ON SHANGHAI.—
Bank, 1st sight 71/2
Private, 30 days' sight 72/2
On YOKOHAMA.—On demand 101
On MANILA.—On demand 100/2
On SINGAPORE.—On demand 14 p.m.
On BATAVIA.—On demand 124/2
On HAIKONG.—On demand 3 p.c.p.m.
On SAIGON.—On demand 91/2 p.m.
On BANGKOK.—On demand 62
SOVEREIGN, Bank's Buying Rate 965
C LD LEAF, 100 lbs, per ton 31.00
B & B SILVER, per oz 30/00

OPIUM.

April 23rd.
Quotations are— Allowance net to 1 catty.
Malva New 2950 to — per pound.
Malva Old 31000 to —
Malva Older 31050 to —
Malva V. Old 31100 to —
Peruvian fine quality 3050 to —
Peruvian extra fine 31000 to — per chest.
Patina New 3874 to —
Patina Old 3872 to —
Benzoin New 3822 to —
Benzoin Old 3800 to —

VESSELS EXPECTED.

THE GERMAN MAIL.
The I.G.M. str. *P. E. Friedrich* left Shanghai
on Saturday, the 21st inst., at 6 p.m., and may be
expected here on or about Tuesday, the 24th
inst., at daylight.

The I.G.M. str. *Prince Heinrich* left Singapore
on Friday, the 20th inst., and may be
expected here on or about Tuesday, the 24th
inst., p.m.

THE FRENCH MAIL.
The M.M. str. *Caledonian* left Singapore on
the 23rd inst., at 4 p.m., for this port via Saigon.

THE CANADIAN MAIL.
The C.P.R. steamer *Empress of Japan* left
Vancouver on Monday, p.m., the 24th inst., for
Hongkong via the usual ports of call.

THE GERMAN MAIL.
The str. *Bombay Maru* (N.Y.K. Bombay Line)
left Moji for this port on the 19th inst., and is
expected to arrive here on the 24th inst.

The str. *Kanagawa Maru* (N.Y.K. Kanagawa Line)
left Shanghai for this port on the 21st inst., and is
expected to arrive here on the 24th inst.

JOINT STOCK SHARES.

Hongkong, April 23rd.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100.
Banks—		
Hongkong & Sh'ui	\$120	8865, sales & buy London, 2/3.
National B. of China	25	\$40, buyers
A. Shares	25	\$40, buyers
Hill's Asbestos E. A.	128.61	73/4.
China Bacco Co.	12	\$64, sellers
China Light & P. Co.	10	\$16.
China Provident	10	\$18, sales
Cotton Mills—		
Ewo.	5	75.
Hongkong	10	\$18, sellers
International	75	75.
Lion King Now	100	116.72.
Boycott	600	116.90.
Dairy Farm	50	\$16.
Docks and Wharves—		
Farnham, B. & Co.	300	1120, buyers
H. & K. Wharf & G.	500	\$104.
H. & W. Dock	500	\$165, sellers
New Amoy Dock	100	\$17, buyers
Shai & H. Wharf	100	118.22.
Fenwick & Co., Guo.	25	\$21, buyers
G. Island Cement	10	294.
Hongkong & C. Gas.	10	\$175, buyers
Hongkong Electric	10	\$163, sellers
Do. New	10	\$16, sellers
H. H. L. Tranquill	100	113.23, buyers
Hongkong Hotel Co.	500	\$113.
Hongkong Ice Co.	250	223, buyers
Hongkong Kepo Co.	500	\$143, sellers
Hongkong S. Waterboat	10	\$10, sellers
Insurance—		
Canton	500	\$335, buyers
China Fire	20	\$86, buyers
China Traders	25	\$96.
Hongkong Fire	50	\$310.
North China	20	118.00.
Union	100	\$785.
Yangtze	500	\$190.
Land and Building—		
Hongkong Land	100	117.
Humphrey's Estate	10	111, sales & buy.
Kowloon Land & L.	80	130.
Shanghai Land	60	118.118.
West-point Building	500	53, sellers
Mining—		
Charbonnages	250	440.
Rafts	15/10	33.
Philipine Co.	20	54.
Refineries—		
China Sugar	100	1178, sellers
Luxon Sugar	100	125.
Steamship Companies—		
China and Manila	25	118, buyers
Douglas Steamship	50	141, buyers
H. Canton & M.	15	125, sellers
Indo-China S. N. Co.	10	69, buyers
Shell Transport Co.	25	119, sellers
St. Ferry	5	223, sellers
Do. New	5	118.
Shanghai & H. Dyeing	50	550.
South China M. Post	25	120, sellers
Steam Laundry Co.	5	117, sellers
Do.	5	118, sellers
Stores & Dispensaries	10	32.
Campbell, M. & Co.	10	104.
Powell & Co., Wm.	10	104.
Watkins	10	55, sellers
Watson & Co., A. S.	10	114, sales & buy.
United Asbestos	4	59.
Do. Foundations	10	100.

VERNON & SMYTH, Brokers.

HONGKONG TIDE TABLE.

From April 21st to 30th, 1906.

To correct Zone Time add 23 min. and 18 sec.

LOW WATER.	HONGKONG MEAN TIME.	HONGKONG HIGH WATER.	LOW WATER.
Tue. 24	11. 24. 9.34.	11. 24. 9.34.	11. 24. 9.34.
Wed. 25	11. 25. 9.62.	11. 25. 9.62.	11. 25. 9.62.
Thur. 26	11. 26. 10.11.	11. 26. 10.11.	11. 26. 10.11.
Fri. 27	11. 27. 10.35.	11. 27. 10.35.	11. 27. 10.35.
Sat. 28	12. 1. 11. 28.	12. 1. 11. 28.	12. 1. 11. 28.
Sun. 29	12. 2. 11. 14.	12. 2. 11. 14.	12. 2. 11. 14.
Mon. 30	12. 3. 11. 27.	12. 3. 11. 27.	12. 3. 11. 27.

TO LET.

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